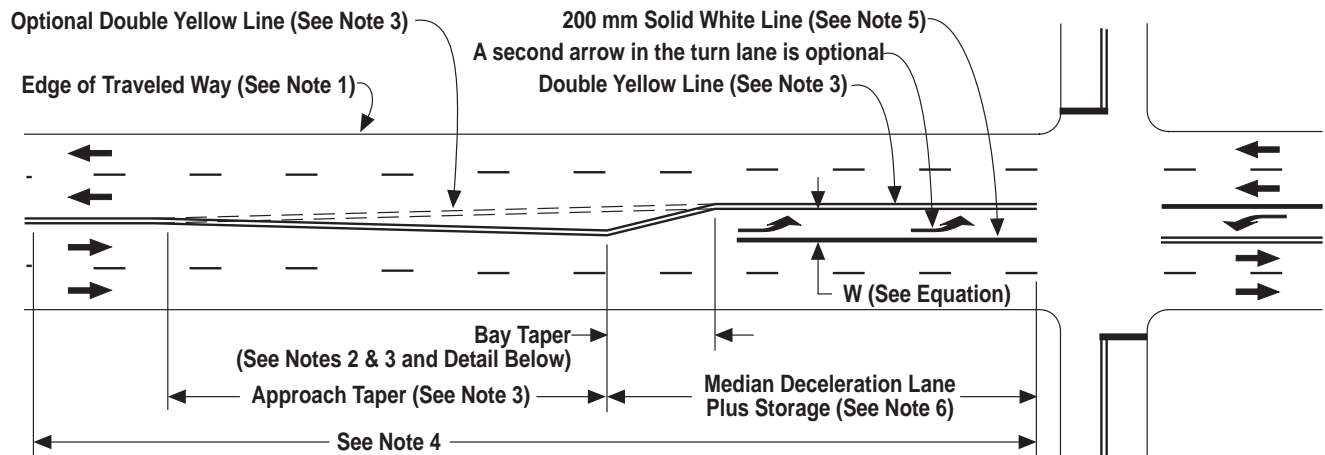


Figure 6-20 TYPICAL LEFT-TURN CHANNELIZATION DELINEATION AND MARKINGS

NOT TO SCALE



EQUATION:

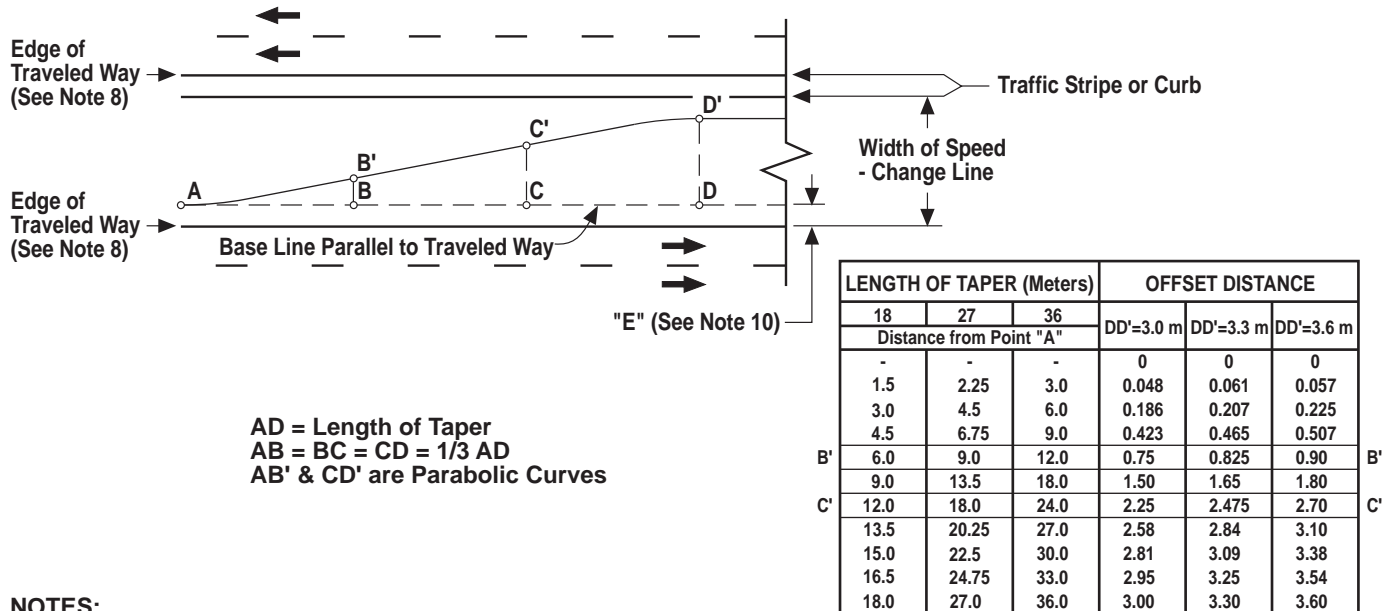
Approach Taper = $\frac{WS^2}{150}$ for speeds of 65 km/h or less and $\frac{2}{3}(WS)$ for speeds of 70 km/h or more.

Where S = Off Peak 85th Percentile Speed. (In urban areas where space is restricted, "S" may be reduced 15 or 30 km/h).

W = Width of Lateral Traffic Shift in Meters.

NOTES:

- Where conditions do not permit, shoulders may be omitted and parking restricted.
- Bay taper length = 18 m or 27 m for Business, Residential and Urban Areas and 40 m for high speed Rural Areas.
- See Striping Details 21 through 23 or 28 through 30.
- On two lane roads, use Striping Details 15 through 20 for one half (1/2) of the passing sight distance for the prevailing speed.
- See Striping Detail 38 (15 m Minimum Storage Length).
- Storage length plus the deceleration length should be of sufficient length to avoid the possibility of left turning vehicles stopping in the through lane.
- See Highway Design Manual, Section 405.2 for design details.



NOTES:

- The table gives offsets from a base line parallel to the edge of traveled way at intervals measured from point "A". Add "E" for measurements from the edge of traveled way.
- Where the edge of traveled way is a curve, neither base line nor taper between B & C will be a tangent. Use proportional offsets from B to C.
- The offset "E" is usually 50 mm along outside edge of traveled way, but may vary in some cases.